Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

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Contents

The next release is Dec. 2, '04

Grain Transportation Update. Grain transportation demand now exceeds available rail capacity as indicated by shipper reports of waiting for rail service and increasing bids for guaranteed railcar delivery in December, January, and February (tables 5 and 6 inside). All U.S. railroads are falling behind, but Union Pacific (UP) and CSX seem to be the least prepared to capitalize on moving this year's record corn and soybean crops. Shippers report that congestion and operational problems on UP and CSX continue to hinder timely grain movement. Port congestion may be contributing to increased cycle times on Burlington Northern Santa Fe (BNSF) shuttle trains to the Pacific Northwest (PNW). Shippers report that unit train and carload service has deteriorated; railroads appear to be emphasizing shuttle train movements in an effort to maximize grain movements. UP is about 2 weeks behind in placing grain cars for guaranteed freight, and 5-7 days behind on shuttle train placements according to grain shippers. BNSF continues to fall behind, but not nearly as much as at this time last year; 9,585 rail car deliveries were past due an average of 10.1 days on November 19. U.S. grain car loadings during the 4 weeks ending November 13 were down 6.6 percent from last year; CSX was down 17.9 percent, Norfolk Southern was down 11.2 percent, BNSF was up 1.4 percent, and UP was down 10.3 percent. Rail deliveries of grain to the PNW and Mexico remain high; rail deliveries of grain to the Mississippi Gulf and Texas Gulf have moderated (see figure 2 inside). *Marvin.Prater@usda.gov*

U.S. Grain Exports Increase in October Despite High Ocean Freight Rates. Despite high ocean freight rates, total U.S. grain inspected for export increased to 11.03 million metric tons (mt) during October, an increase of 30 percent, compared with September. During this same period, the rate for U.S. Gulf (Gulf) to Japan, the benchmark grain route, increased from $52.92 to $56.78 per mt (see figure 12 of this report). The rate for the Pacific Northwest (PNW) to Japan route increased from $33.85 to 37.72 per mt from September to October (figure 12), while the Transatlantic rate (Gulf to Rotterdam) also increased during this period, from $31.93 to $35.23 per mt. Although the ocean freight rates were relatively high, exports still increased due, in part, to a depreciation of the U.S. dollar against most major currencies, including the Japanese Yen and the Euro.

The increase in ocean freight rates may be attributed to higher fuel prices, increased Chinese demand for iron ore, coal and other commodities, global economic recovery and the inefficiencies caused by port congestion. The rate increases were experienced by all sizes and categories of dry bulk carriers. Ocean rates for shipping dry bulk freight may not abate very soon due to the harvesting of corn and soybeans in the Northern hemisphere. However, the decision by some shipping companies to boost profit by delaying the scrapping of older ships and the launching of new vessels will add to the global dry bulk fleet. A large portion of newly ordered dry bulk vessels, approximately 19 percent of the existing fleet, is scheduled for delivery throughout 2005 and will be immediately put to work to meet the growing demand of dry bulk trade. This growth in dry bulk shipping capacity will likely slow the increases in ocean freight rates, which should be encouraging news to shippers. *www.balticexchange.com*, *www.drewry.co.uk*, *www.bloomberg.com/apps/news*. *Surajudeen.Olowolayemo@usda.gov*

Grain Shipments Increase in the PNW, "Spread" Remains High. The "spread," which is the difference between Gulf and PNW to Japan ocean rates, remained high during October, contributing to the increase in grain inspected for export from the PNW to 2.72 million mt. This was a 35 percent increase compared to the previous month. Total grain inspected for export from the Gulf was 6.88 million mt during October, a 24 percent increase from the previous month. While the PNW share of U.S. grain exports increased from 23.9 to 24.9 percent, the Gulf share decreased from 65.4 to 62.4 percent during the same period. As the "spread" increases it becomes more economical to ship from the PNW region because rail tariff rates to the PNW generally become more competitive relative to moving grain through the Gulf. An increase in rail shipments may also result in increased rail rates to the PNW. *Surajudeen.Olowolayemo@usda.gov*

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
11/24/04	142	380	131	288	320
Compared with last week	↓	↓	↓	↑	↑

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin--destination	11/19/2004	11/12/2004
Corn	IL--Gulf	-0.56	-0.62
Corn	NE--Gulf	-0.64	-0.63
Soybean	IA--Gulf	-0.81	-0.85
HRW	KS--Gulf	-1.03	-0.96
HRS	ND--Portland	-1.63	-1.56

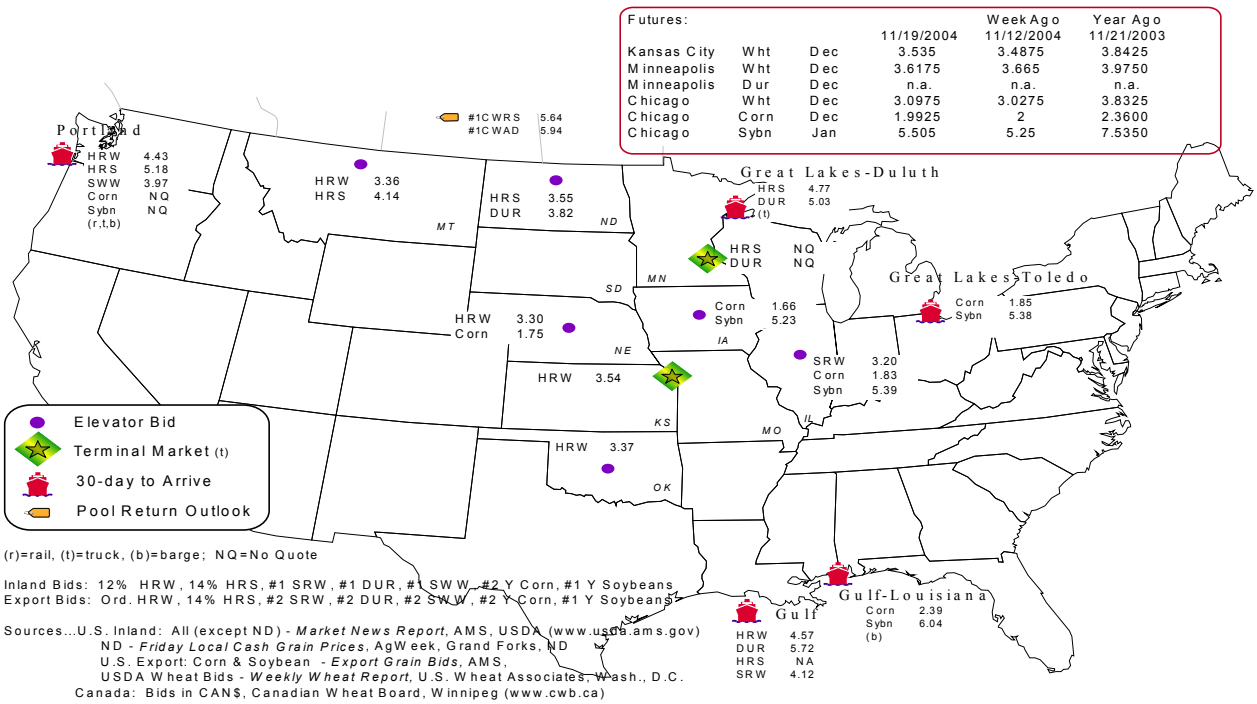
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
11/17/2004 p	260	1,034	1,645	4,585	826	8,350
11/10/2004 r	456	362	1,947	6,003	799	9,567
2004 YTD	9,194	82,481	55,197	183,422	8,566	338,860
2003 YTD	14,011	75,458	40,041	133,570	16,733	279,813
2004 as % of 2003	66	109	138	137	51	121
Total 2003**	14,843	88,194	48,805	157,125	20,509	329,476
Total 2002	12,247	83,945	40,867	110,471	20,938	268,468

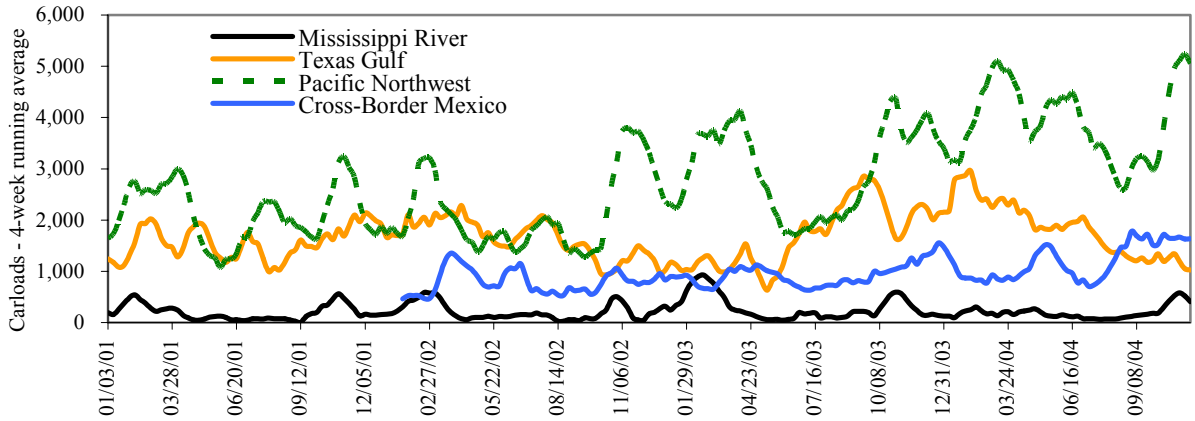
(*) Incomplete Data, as of 9/22/04, Cross-Border movements included; (**) Excludes 53rd week;YTD = year-to-date; p = preliminary data; r = revised data

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2

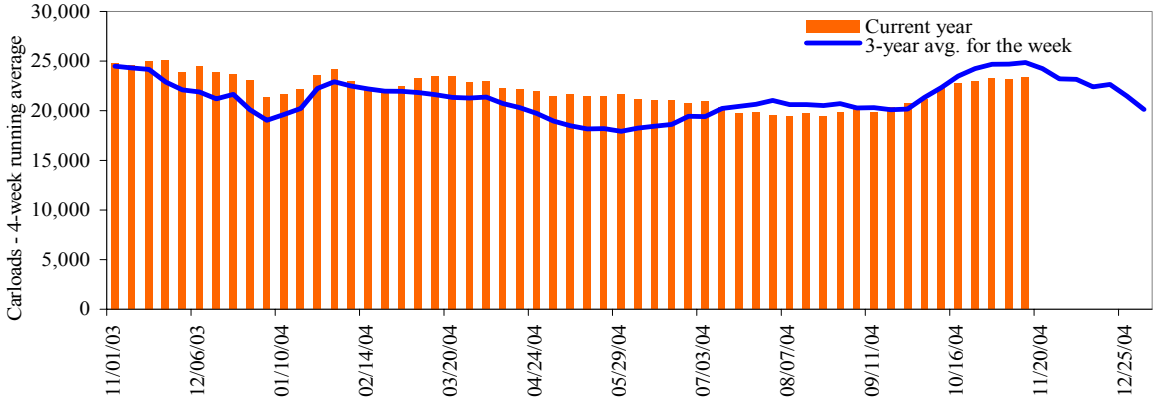
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3

Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
11/13/04	2,867	3,491	10,388	684	6,537	23,967	5,676	4,724
This week last year	3,633	3,969	10,961	688	6,847	26,098	4,457	4,620
2004 YTD	123,576	147,007	396,279	24,245	288,272	979,379	204,660	179,712
2003 YTD	125,787	147,797	352,673	19,983	292,246	938,486	166,385	169,371
2004 as % of 2003	98	99	112	121	99	104	123	106
Total 2003*	146,395	171,260	416,371	24,506	336,079	1,094,611	197,993	198,185

Source: Association of American Railroads (www.aar.org); YTD = year-to-date; * Excludes 53rd week

Table 5--Rail car auction offerings, week ending 11/20/04 ($/car)*

Delivery for:	Jan. 05	Feb. 05	Mar. 05
BNSF[1]			
COT/N. grain	no offer	$173	$118
COT/S. grain	no offer	$198	$191
UP[2]			
GCAS/Region 1	no offer	$276	no offer
GCAS/Region 2	no offer	$270	no offer

*Average premium/discount to tariff, last auction

[1]BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

[2]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

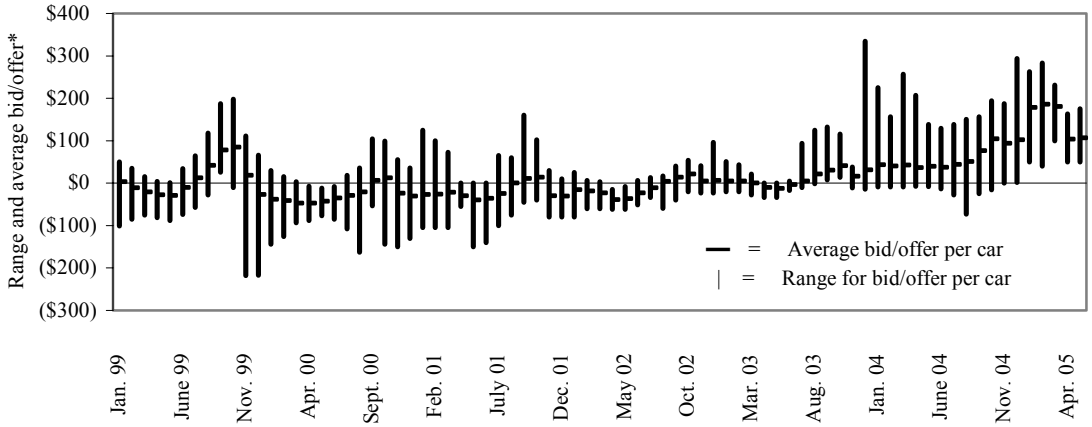
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 11/19/04 ($/car)*

	Delivery period			
	Dec. 04	**Jan. 05**	**Feb. 05**	**Mar. 05**
BNSF-GF	$278	$217	$183	$158
Change from last week	-$11	$0	-$30	-$34
UP-Pool	$291	$256	$267	$228
Change from last week	-$3	-$7	-$16	-$3

*Average premium/discount to tariff, $/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

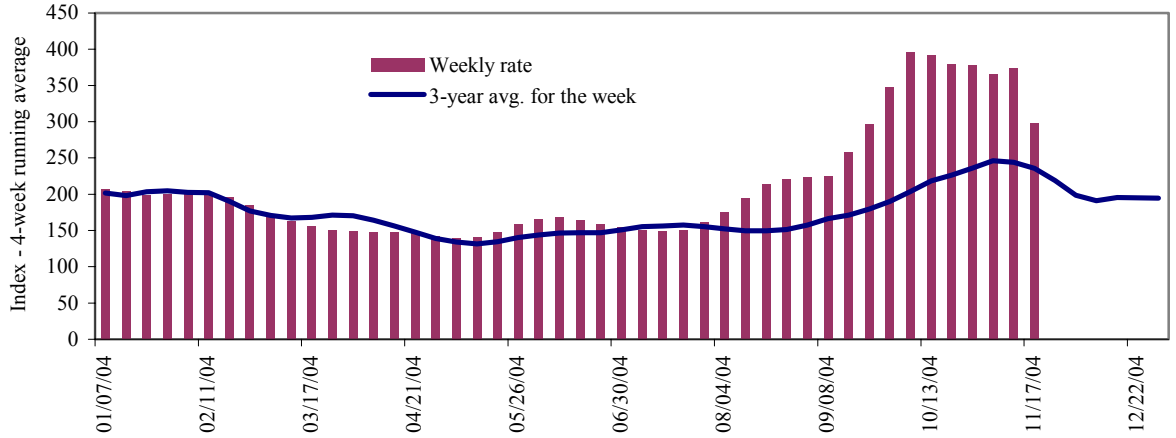
Effective date: 11/1/2004	Origin	Destination	Rate/car	Rate/metric ton	Rate/bushel**
Unit train*					
Wheat	Minneapolis, MN	Houston, TX	$2,120	$23.37	$0.64
	Kansas City, MO	Galveston, TX	$1,920	$21.16	$0.58
	Minneapolis, MN	Portland, OR	$4,148	$45.72	$1.24
	St. Louis, MO	Houston, TX	$2,095	$23.09	$0.63
	Kansas City, MO	Laredo, TX	$2,380	$26.23	$0.71
	Chicago, IL	Albany, NY	$1,834	$20.22	$0.55
	Chicago, IL	Richmond, VA	$2,002	$22.07	$0.60
Corn	Minneapolis, MN	Portland, OR	$3,600	$39.68	$1.01
	Chicago, IL	Baton Rouge, LA	$2,736	$30.16	$0.77
	Council Bluffs, IA	Baton Rouge, LA	$2,270	$25.02	$0.64
	Evansville, IN	Raleigh, NC	$1,791	$19.74	$0.50
	Council Bluffs, IA	Stockton, CA	$3,606	$39.75	$1.01
	Kansas City, MO	Dalhart, TX	$1,965	$21.66	$0.55
	Columbus, OH	Raleigh, NC	$1,700	$18.74	$0.48
	Des Moines, IA	Laredo, TX	$2,930	$32.30	$0.82
Soybeans	Minneapolis, MN	Portland, OR	$3,610	$39.79	$1.08
	Chicago, IL	Baton Rouge, LA	$2,736	$30.16	$0.82
	Council Bluffs, IA	Baton Rouge, LA	$2,799	$30.85	$0.84
	Des Moines, IA	Laredo, TX	$2,930	$32.30	$0.88
	Evansville, IN	Raleigh, NC	$1,791	$19.74	$0.54
	Chicago, IL	Raleigh, NC	$2,391	$26.36	$0.72
Shuttle Train*					
Wheat	St. Louis, MO	Houston, TX	$1,895	$20.89	$0.57
	Minneapolis, MN	Portland, OR	$3,993	$44.01	$1.20
Corn	Fremont, NE	Houston, TX	$2,665	$29.38	$0.75
	Minneapolis, MN	Portland, OR	$3,450	$38.03	$0.97
Soybeans	Council Bluffs, IA	Houston, TX	$2,605	$28.71	$0.73
	Minneapolis, MN	Portland, OR	$3,410	$37.59	$0.95

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Figure 5
Illinois River barge rate index - quotes



Note: Index = percent of tariff rate
Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market** bids are indicators of grain transport supply and demand.

Table 8--Barge rate quotes: southbound barge freight

Location	11/17/2004	11/10/2004	Dec '04	Jan '05
Twin Cities	303	368	0	0
Mid-Mississippi	295	385	0	0
Illinois River	298	371	249	242
St. Louis	264	264	201	191
Lower Ohio	308	380	220	207
Cairo-Memphis	255	333	187	180

Index = percent of tariff, based on 1976 tariff benchmark rate
Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

Figure 6
Benchmark tariff rates

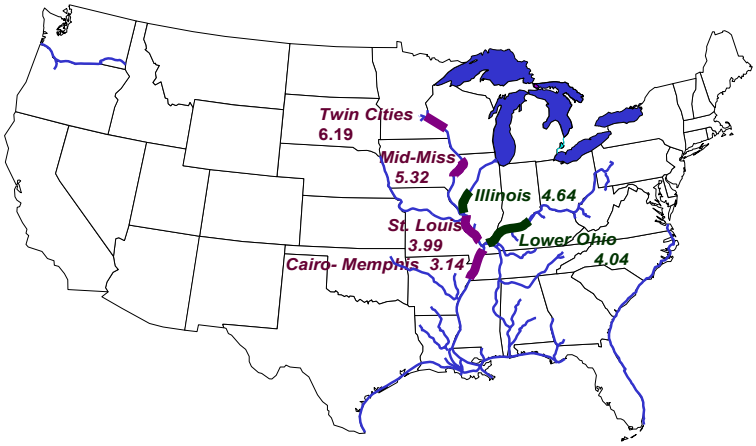
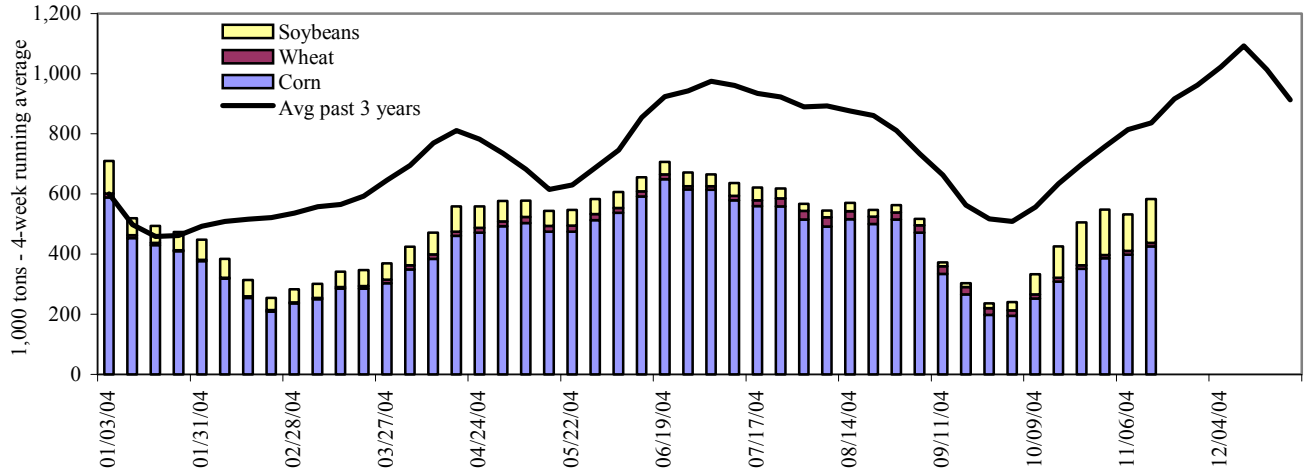


Figure 7

Barge movements on the Mississippi River (Lock 27 - Granite City, IL)



Source: Transportation & Marketing Programs/AMS/USDA

Table 9--Barge grain movements (1,000 tons)

Week ending 11/13/2004	Corn	Wheat	Soybean	Other	Total
Mississippi River					
Rock Island, IL (L15)	251	9	67	3	330
Winfield, MO (L25)	312	3	156	8	480
Alton, IL (L26)	498	6	268	8	779
Granite City, IL (L27)	510	14	261	8	793
Illinois River (L8)	171	3	103	0	277
Ohio River (L52)	54	2	43	32	131
Arkansas River (L1)	0	16	15	1	32
2004 YTD	22,274	2,497	4,673	676	30,120
2003 YTD	25,180	2,517	7,751	628	36,076
2004 as % of 2003 YTD	88	99	60	108	83
Total 2003	29,898	2,787	9,146	695	42,526

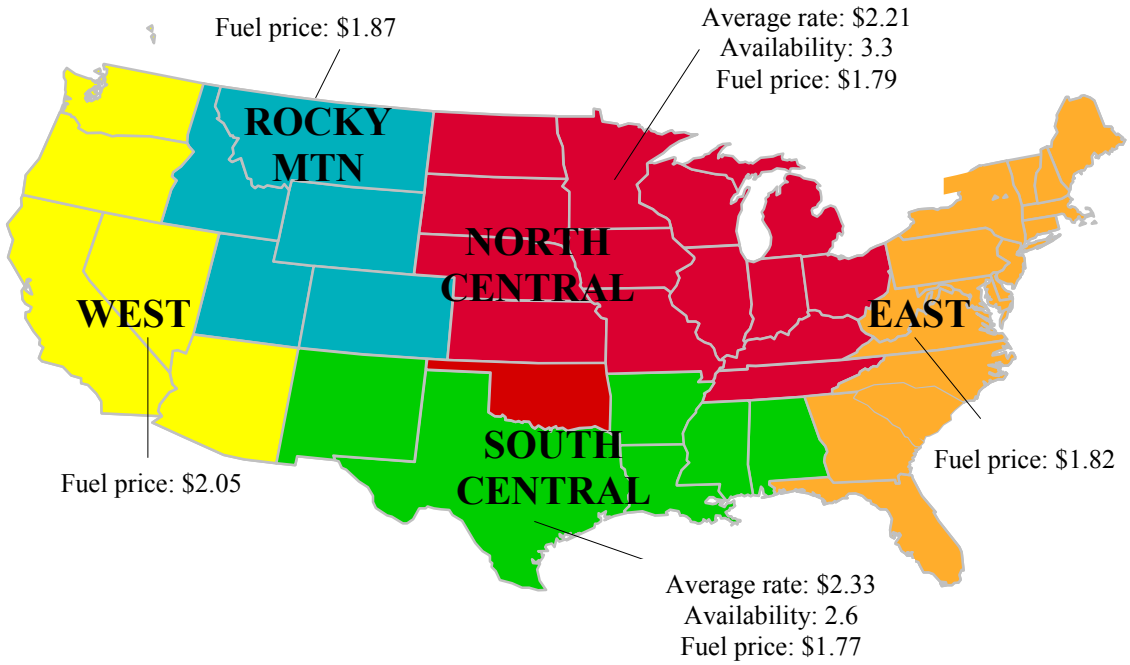
YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1. "Other" refers to oats, barley, sorghum, and rye.

Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8
U.S. grain truck market advisory, 3rd quarter 2004*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles
Note: Fuel prices are a quarterly average (unit per gallon)
Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 10--U.S. grain truck market overview, 3rd quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
	Rate per mile			*Rating compared to same quarter last year* 1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average[1]	**2.76**	**2.12**	**1.87**	**3.1**	**3.4**	**3.2**
North Central region[2]	2.76	2.02	1.86	3.3	3.3	3.3
Corn	2.90	2.15	2.18	2.8	2.9	3.1
Wheat	2.43	1.92	1.68	3.6	3.5	3.3
Soybean	2.90	2.15	2.18	2.9	2.9	2.9
South Central region[2]	2.97	2.14	1.87	2.6	3.8	2.9
Corn	2.32	2.12	1.76	3.0	3.8	3.0
Wheat	3.07	2.05	1.81	2.7	3.8	3.0
Soybean	3.35	2.26	2.05	2.2	3.6	2.6

Rates are based on trucks with 80,000 lb weight limit
*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA
[1]National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.
[2]Commodity rates per mile include the average of the top 3 producing states within the region.
Source: Transportation and Marketing Programs/AMS/USDA

The weekly **diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 11--Retail on-highway diesel prices*, week ending 11/22/04 (US$/gallon)

			Change from	
Region	**Location**	**Price**	**Week ago**	**Year ago**
I	East Coast	2.143	-0.016	0.648
	New England	2.258	-0.010	0.655
	Central Atlantic	2.251	-0.011	0.654
	Lower Atlantic	2.086	-0.019	0.645
II	Midwest	2.083	-0.013	0.614
III	Gulf Coast	2.048	-0.008	0.604
IV	Rocky Mountain	2.170	-0.045	0.629
V	West Coast	2.242	-0.032	0.630
	California	2.299	-0.037	0.644
Total	U.S.	2.116	-0.016	0.625

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Grain Exports

Table 12--U.S. export balances (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending 1/	HRW	SRW	HRS	SWW	DUR	All wheat			
11/11/2004	1,714	531	1,276	855	88	4,463	8,741	6,767	19,971
This week year ago	2,652	597	1,005	649	148	5,050	10,243	10,420	25,713
Cumulative exports-crop year 2/									
2004/05 YTD	4,524	2,012	3,895	2,552	294	13,278	9,358	7,619	30,255
2003/04 YTD	5,535	1,946	3,170	1,992	602	13,245	8,975	7,458	29,678
2004/05 as % of 2003/04	82	103	123	128	49	100	104	102	102
2003/04 Total	12,697	3,785	6,928	4,889	1,053	29,353	47,704	24,102	101,159
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231

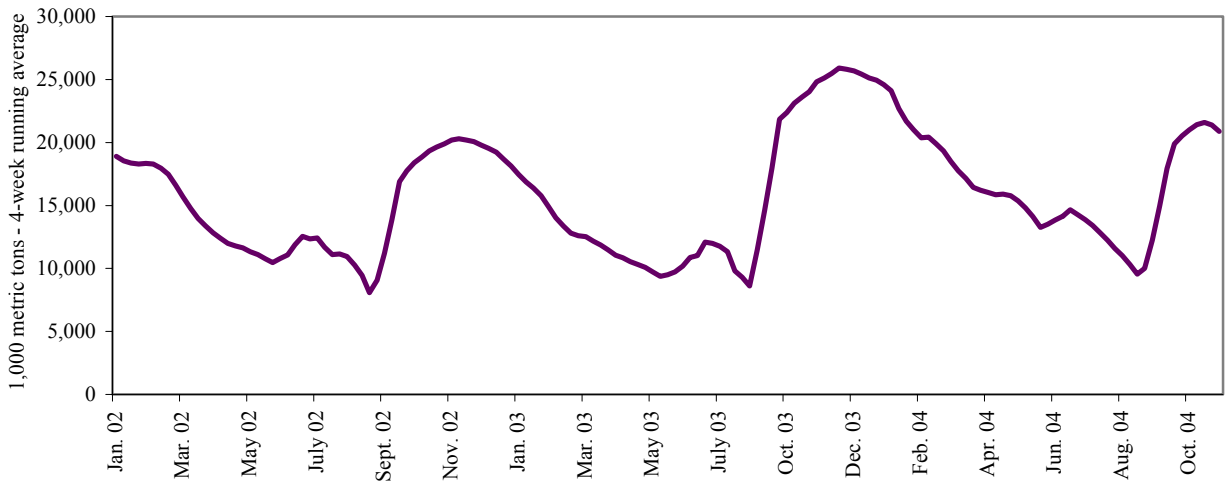
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for corn and soybean sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balances (wheat, corn, and soybean sales)



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13--Select U.S. port regions - grain inspections for export (1,000 metric tons)

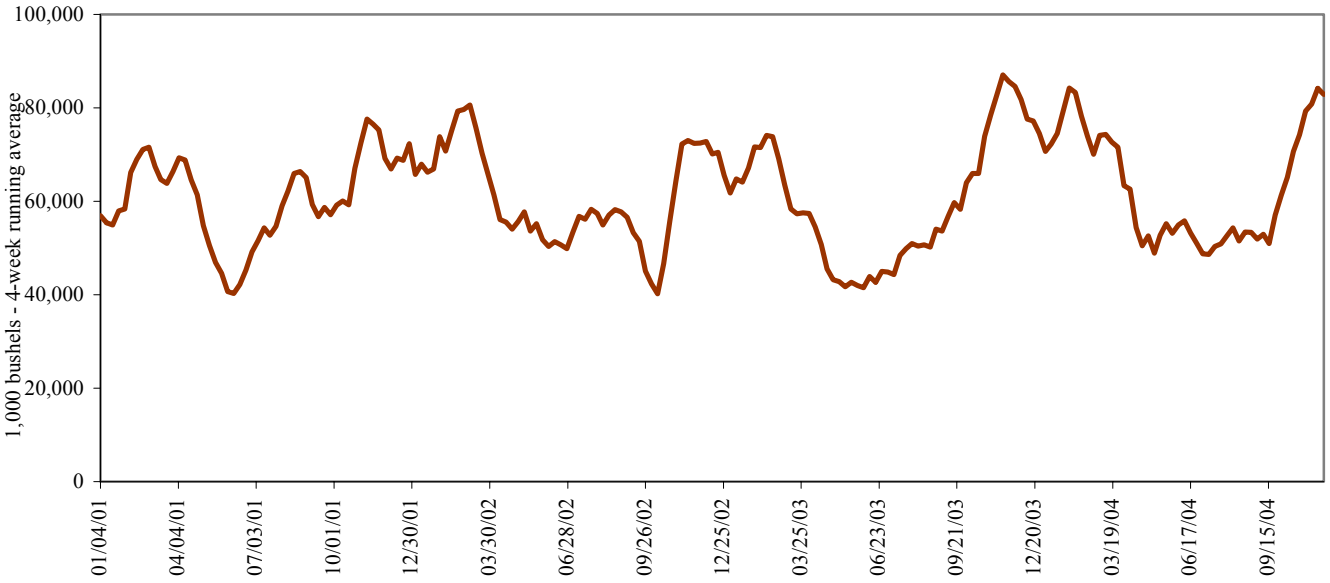
	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
Week ending	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
11/18/04	274	133	269	64	688	818	131	0	0	676	1,571	131
2004 YTD	11,004	8,769	3,799	6,607	29,292	11,498	7,303	67	18	23,572	47,397	7,388
2003 YTD	8,056	4,698	4,527	5,547	27,270	16,320	6,177	161	60	17,281	49,136	6,398
2004 as % of 2003	137	187	84	119	107	70	118	42	31	136	96	115
2003 Total	8,764	5,450	5,141	5,883	30,903	19,374	7,011	229	69	19,355	56,160	7,309

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa)

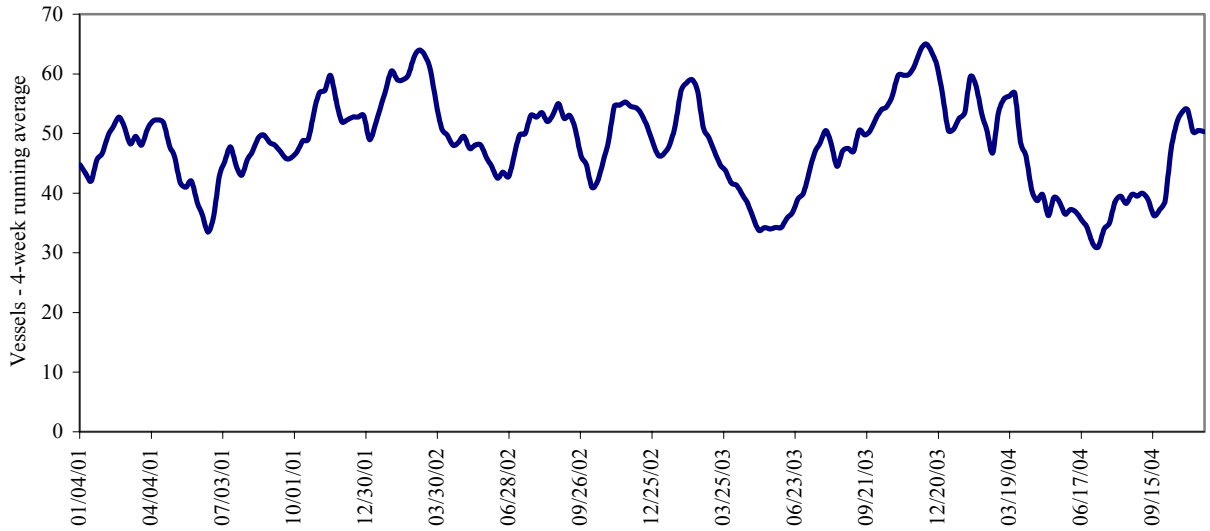
Ocean Transportation

Table 14--Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
11/18/2004	31	49	67	9	18
11/11/2004	41	51	68	12	10
2003 range	(11..47)	(30..76)	(39..93)	(3..13)	(1..15)
2003 avg.	31	49	62	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Gulf Port grain vessel loading (past 7 days)



Source: Transportation & Marketing Programs/AMS/USDA

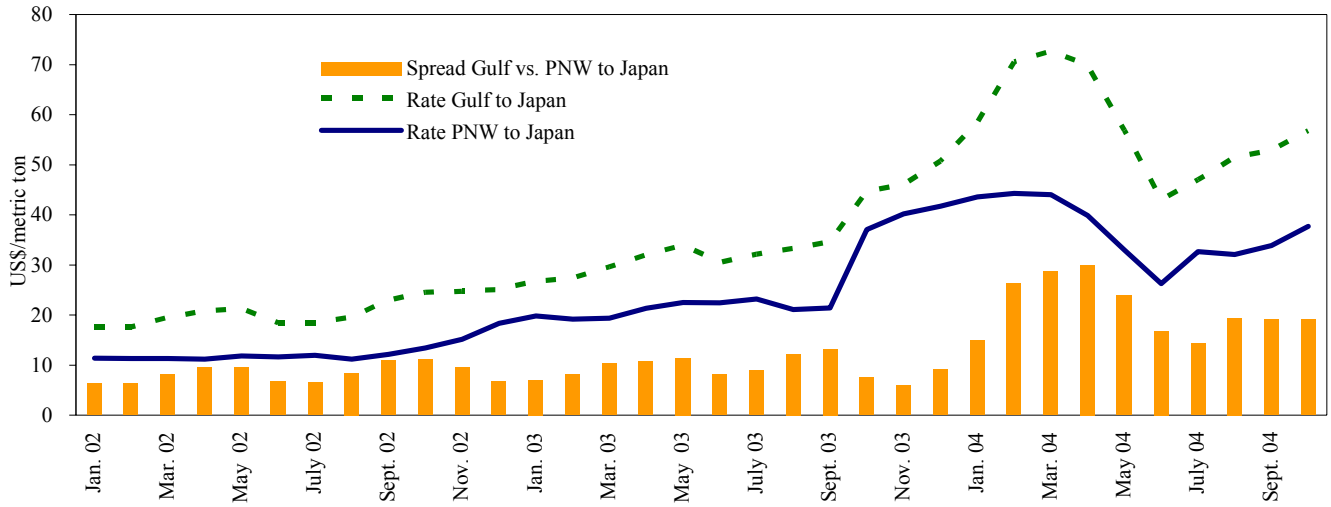
Table 15--Quarterly ocean freight rates (average rates & percentage changes) (US$/metric ton)

Countries/ regions	2004 3rd qtr	2003 3rd qtr	Percent change	Countries/ regions	2004 3rd qtr	2003 3rd qtr	Percent change
Gulf to				**Pacific NW to**			
Japan	$50.08	$33.83	48	Japan	$37.00	---	---
China	$54.00	$34.00	59				
N. Europe	---	$22.88	---	**Argentina/Brazil to**			
N. Africa	---	$25.50	---	Med. Sea	$46.92	$24.50	92
Med. Sea	---	$24.88	---	China	---	$34.75	---

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

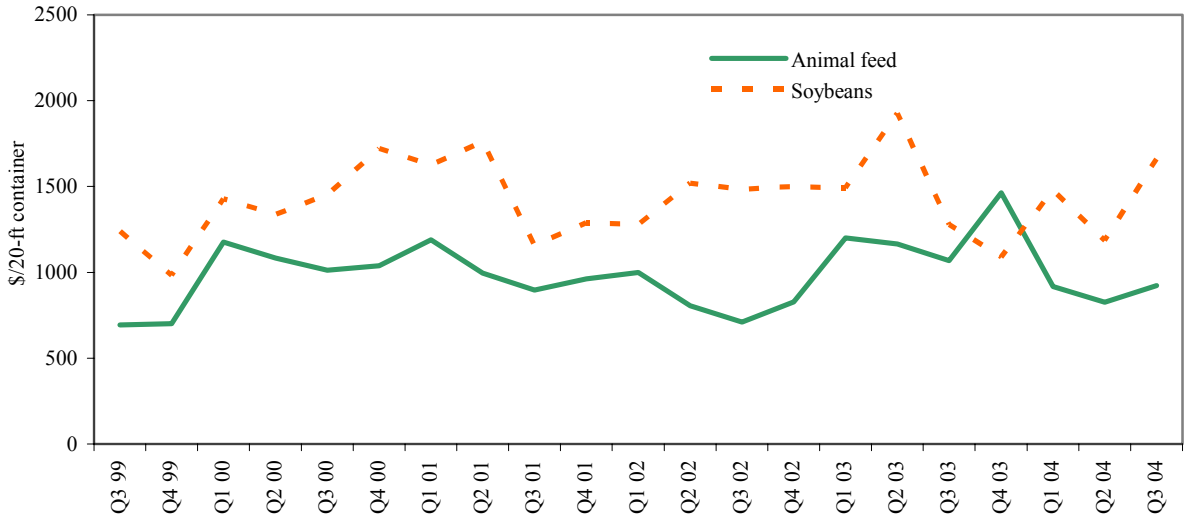
Table 16--Ocean freight rates for selected shipments, week ending 11/20/04

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate ($/metric ton)
U.S. Gulf	Ecuador*	Wheat	Nov 15/25	21,000	52.93
U.S. Gulf	Japan	Hvy Grain	Nov 25/30	54,000	59.00
U.S. Gulf	Algeria	Corn & Meals	Oct 24/26	20,000	54.75
U.S. Gulf	China	Hvy Grain	Oct 25/31	57,000	52.25
U.S. Gulf	China	Hvy Grain	Nov 1/10	55,000	57.50
U.S. Gulf	China	Hvy Grain	Nov 5/15	57,000	55.00
U.S. Gulf	Japan	Hvy Grain	Dec 1/10	54,000	62.50
U.S. Gulf	Tanzania*	Maize	Oct 25/Nov 4	28,100	65.00
Norfolk	Latvia*	Wheatflour	Dec 10/25	3,320	65.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates[1] for containerized shipments of animal feed and soybeans to selected Asian countries



[1]Animal Feed: Busan-Korea (15%), Kaohsiung-Taiwan (21%), Tokyo-Japan (39%), Hong Kong (22%), Bangkok-Thailand (3%) and soybeans: Busan-Korea (5%), Keelung-Taiwan (31%), Tokyo-Japan (64%)

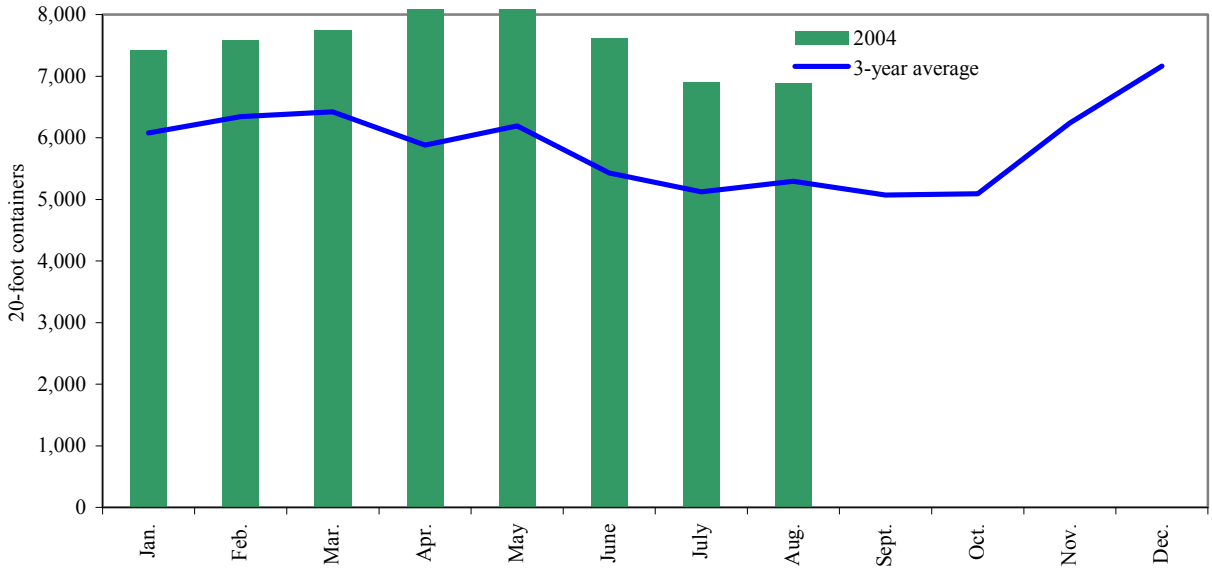
Quarter 3, 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

Figure 14

Monthly shipments of containerized grain for 2004 compared with a 3-year average



Note: PIERS data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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Related Websites

Agricultural Container Indicators	http://www.ams.usda.gov/tmd2/agci/
Ocean Rate Bulletin	http://www.ams.usda.gov/tmd/Ocean/index.asp